

Memorandum

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To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.18
Action

From: SUSAN BRANSEN
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-03**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program in May 2010. In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy.

The Sacramento Regional Transit District (SacRT) proposes to amend the Proposition 1A Connectivity Program to modify the scope and revise the funding plan for the Sacramento Intermodal Facility Improvements project. SacRT proposes to include a component from the Sacramento Streetcar project, a multi-agency project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail. SacRT is also requesting to de-allocate and re-program \$1,152,000 from the environmental phase (will be completed under budget) to construction, and reduce design funding from \$770,000 to \$632,000, moving the \$138,000 to construction (construction now totaling \$23,991,000).

RECOMMENDATION:

Commission staff recommends that the Commission approve the SacRT amendment, in accordance with Resolution HST1A-P-1516-03.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments approved in the years since.

RESOLUTION HST1A-P-1516-03

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting in Sacramento on June 29-30, 2016.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
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PTC Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future
NCTD	Positive Train Control		\$17,833	\$59,982	\$17,833				
SCRRRA	Positive Train Control		\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		\$9,800	\$9,800	\$9,800				
Caltrans/SCRRRA	Pacific Surfliner Positive Train Control		\$46,550	n/a	\$46,550				
Caltrans	Pacific Surfliner Positive Train Control		\$26,950	\$34,500	\$26,950				
		PTC Program Subtotal	\$136,133	\$305,882	\$136,133				

Agency Proposals

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future	PA&ED	PS&E	R/W	CON	unknown
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	X	\$5,714	\$24,895	\$395	\$5,319							\$5,714	
	Future Programming			\$9,260						\$9,260					\$9,260
				\$14,974											
LACMTA	Regional Connector Transit Corridor**	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	X	\$114,874	\$1,366,100	\$114,874						\$5,744		\$109,130	
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	X	\$41,026	\$231,000	\$41,026						\$4,100		\$36,926	
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	X	\$57,855	\$151,754	\$57,855								\$57,855	
BART	Car Purchase	Purchase new BART cars (\$140 million).	X	\$140,000	\$285,000	\$140,000								\$140,000	
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$38,000	n/a	\$38,000						\$3,800		\$34,200	
	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard		\$78,639	\$432,933	\$78,639								\$78,639	
				\$256,639											
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	X	\$61,308	\$1,578,300	\$61,308								\$61,308	
SCRRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	X	\$88,707	\$202,899	\$88,707								\$88,707	
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$26,419	n/a	\$26,419						\$2,640		\$23,779	

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SacRT	Sacramento Intermodal Facility Improvements**	Relocate existing light rail track, passenger platform and associated systems, and construct streetcar system (including track, platforms, procure cars, etc) to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.		\$25,223	\$60,368	\$1,752		\$770	\$23,701							
	Future Programming			\$4,942		\$600	\$632	\$23,991		\$4,942	\$600	\$632		\$23,991		
				\$30,165												\$4,942
Caltrans/CCJPA	Capitol Corr. Oakland to San Jose Track Improv., Ph 2A	Improve existing Capitol Corridor route, with sidings and double track, and a new Union City station stop adjacent to the BART station.		\$36,370	\$247,500					\$36,370			\$1,500	\$34,870		
CCJPA	Capitol Corr. (&ACE) Travel Time Reduction Project	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	X	\$10,180	\$15,500		\$10,180							\$10,180		
Caltrans	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.	X	\$36,750	\$40,750	\$36,750								\$36,750		
				\$83,300												
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.		\$15,600	\$28,470					\$15,600				\$15,600		
	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans	X	\$4,000	n/a	\$4,000								\$4,000		
				\$19,600												
Non PTC Program Subtotal				\$794,867		\$688,573	\$15,499	\$632	\$23,991	\$66,172	\$600	\$16,916	\$1,500	\$761,649	\$14,202	
Program Total				\$931,000		\$824,706	\$15,499	\$632	\$23,991	\$66,172						

** Project includes less than 5% of Prop 1A funds for pre-construction